

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4800

號七廿月四年一十三緒光

TUESDAY, MAY 30, 1905.

二拜禮

號卅月五英曆西

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
RESERVE FUND " 6,000,000
RESERVE FUND " 9,750,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. NEW-YORK.
YOKOHAMA. HONOLULU.
YONAH. SHANGHAI.
SAN FRANCISCO. NEWCHANG.
BOMBAY. MUKDEN.
TIENTSIN. PORT ARTHUR.
HANKOW. CHEFOO.
DALNY.

LONDON BANKERS:

JOINT STOCK BANK, LTD.

PARIS BANK, LTD.

UNION OF LONDON AND

SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

On Fixed Deposits for 12 months at 5 per cent.

On Fixed Deposits for 6 months at 4 per cent.

On Fixed Deposits for 3 months at 3 per cent.

On Fixed Deposits for 1 month at 2 per cent.

On Fixed Deposits for 1 week at 1 per cent.

On Fixed Deposits for 1 day at 1/2 per cent.

On Fixed Deposits for 1 hour at 1/4 per cent.

On Fixed Deposits for 1/2 hour at 1/8 per cent.

On Fixed Deposits for 1/4 hour at 1/16 per cent.

On Fixed Deposits for 1/2 day at 1/32 per cent.

On Fixed Deposits for 1/4 day at 1/64 per cent.

On Fixed Deposits for 1/8 day at 1/128 per cent.

On Fixed Deposits for 1/16 day at 1/256 per cent.

On Fixed Deposits for 1/32 day at 1/512 per cent.

On Fixed Deposits for 1/64 day at 1/1024 per cent.

On Fixed Deposits for 1/128 day at 1/2048 per cent.

On Fixed Deposits for 1/256 day at 1/4096 per cent.

On Fixed Deposits for 1/512 day at 1/8192 per cent.

On Fixed Deposits for 1/1024 day at 1/16384 per cent.

On Fixed Deposits for 1/2048 day at 1/32768 per cent.

On Fixed Deposits for 1/4096 day at 1/65536 per cent.

On Fixed Deposits for 1/8192 day at 1/131072 per cent.

On Fixed Deposits for 1/16384 day at 1/262144 per cent.

On Fixed Deposits for 1/32768 day at 1/524288 per cent.

On Fixed Deposits for 1/65536 day at 1/1048576 per cent.

On Fixed Deposits for 1/131072 day at 1/2097152 per cent.

On Fixed Deposits for 1/262144 day at 1/4194304 per cent.

On Fixed Deposits for 1/524288 day at 1/8388608 per cent.

On Fixed Deposits for 1/1048576 day at 1/16777216 per cent.

On Fixed Deposits for 1/2097152 day at 1/33554432 per cent.

On Fixed Deposits for 1/4194304 day at 1/67108864 per cent.

On Fixed Deposits for 1/8388608 day at 1/134217728 per cent.

On Fixed Deposits for 1/16777216 day at 1/268435456 per cent.

On Fixed Deposits for 1/33554432 day at 1/536870912 per cent.

On Fixed Deposits for 1/67108864 day at 1/1073741824 per cent.

On Fixed Deposits for 1/134217728 day at 1/2147483648 per cent.

On Fixed Deposits for 1/268435456 day at 1/4294967296 per cent.

On Fixed Deposits for 1/536870912 day at 1/8589934592 per cent.

On Fixed Deposits for 1/1073741824 day at 1/17179869184 per cent.

On Fixed Deposits for 1/2147483648 day at 1/34359738368 per cent.

On Fixed Deposits for 1/4294967296 day at 1/68719476736 per cent.

On Fixed Deposits for 1/8589934592 day at 1/137438953472 per cent.

On Fixed Deposits for 1/17179869184 day at 1/274877906944 per cent.

On Fixed Deposits for 1/34359738368 day at 1/549755813888 per cent.

On Fixed Deposits for 1/68719476736 day at 1/1099511627776 per cent.

On Fixed Deposits for 1/137438953472 day at 1/2199023255552 per cent.

On Fixed Deposits for 1/274877906944 day at 1/4398046511104 per cent.

On Fixed Deposits for 1/549755813888 day at 1/8796093022208 per cent.

On Fixed Deposits for 1/1099511627776 day at 1/17592186044416 per cent.

On Fixed Deposits for 1/2199023255552 day at 1/35184372088832 per cent.

On Fixed Deposits for 1/4398046511104 day at 1/70368744177664 per cent.

On Fixed Deposits for 1/8796093022208 day at 1/140737488355328 per cent.

On Fixed Deposits for 1/17592186044416 day at 1/281474976710656 per cent.

On Fixed Deposits for 1/35184372088832 day at 1/562949953421312 per cent.

On Fixed Deposits for 1/70368744177664 day at 1/1125899906842624 per cent.

On Fixed Deposits for 1/140737488355328 day at 1/2251799813685248 per cent.

On Fixed Deposits for 1/281474976710656 day at 1/4503599627370496 per cent.

On Fixed Deposits for 1/562949953421312 day at 1/9007199254740992 per cent.

On Fixed Deposits for 1/1125899906842624 day at 1/18014398509481984 per cent.

On Fixed Deposits for 1/2251799813685248 day at 1/36028797018963968 per cent.

On Fixed Deposits for 1/4503599627370496 day at 1/72057594037927936 per cent.

On Fixed Deposits for 1/9007199254740992 day at 1/144115188075855872 per cent.

On Fixed Deposits for 1/18014398509481984 day at 1/288230376151711744 per cent.

On Fixed Deposits for 1/36028797018963968 day at 1/576460752303423488 per cent.

On Fixed Deposits for 1/72057594037927936 day at 1/1152921504606846976 per cent.

On Fixed Deposits for 1/144115188075855872 day at 1/2305843009213693952 per cent.

On Fixed Deposits for 1/2805843009213693952 day at 1/4611686018427387904 per cent.

On Fixed Deposits for 1/5223686036854777804 day at 1/9242833072169600000 per cent.

On Fixed Deposits for 1/10447372073709555608 day at 1/18485666144339200000 per cent.

On Fixed Deposits for 1/20894744147419111216 day at 1/36971332288678400000 per cent.

On Fixed Deposits for 1/41789488294838222432 day at 1/73942664577356800000 per cent.

On Fixed Deposits for 1/83578976589676444864 day at 1/147885329154713600000 per cent.

On Fixed Deposits for 1/167157953179352889728 day at 1/295770658309427200000 per cent.

On Fixed Deposits for 1/334315906358705779456 day at 1/591541316618854400000 per cent.

On Fixed Deposits for 1/668631812717411558912 day at 1/1183082633237708800000 per cent.

On Fixed Deposits for 1/1337263625434823117824 day at 1/2366165266475417600000 per cent.

On Fixed Deposits for 1/2674527250869646235648 day at 1/4732330532950835200000 per cent.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED..... GOLD \$10,000,000
CAPITAL PAID UP..... GOLD \$ 3,250,000
RESERVE FUND..... GOLD \$ 3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.

20, Des Vaux Road, Hongkong, 26th May, 1905.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Teals.

SUBSCRIBED CAPITAL..... 5,000,000

PAID-UP CAPITAL..... 2,500,000

HEAD OFFICE: SHANGHAI.

Branches and Agencies.

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Annum Fixed Deposits for 3 months.

per Annum Fixed Deposits for 6 months.

per Annum Fixed Deposits for 12 months.

per Annum Fixed Deposits for 18 months.

per Annum Fixed Deposits for 24 months.

per Annum Fixed Deposits for 30 months.

per Annum Fixed Deposits for 36 months.

per Annum Fixed Deposits for 42 months.

per Annum Fixed Deposits for 48 months.

per Annum Fixed Deposits for 54 months.

per Annum Fixed Deposits for 60 months.

per Annum Fixed Deposits for 66 months.

per Annum Fixed Deposits for 72 months.

per Annum Fixed Deposits for 78 months.

per Annum Fixed Deposits for 84 months.

per Annum Fixed Deposits for 90 months.

per Annum Fixed Deposits for 96 months.

per Annum Fixed Deposits for 102 months.

per Annum Fixed Deposits for 108 months.

per Annum Fixed Deposits for 114 months.

per Annum Fixed Deposits for 120 months.

per Annum Fixed Deposits for 126 months.

per Annum Fixed Deposits for 132 months.

per Annum Fixed Deposits for 138 months.

per Annum Fixed Deposits for 144 months.

per Annum Fixed Deposits for 150 months.

per Annum Fixed Deposits for 156 months.

per Annum Fixed Deposits for 162 months.

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per Annum Fixed Deposits for 270 months.

per Annum Fixed Deposits for 276 months.

per Annum Fixed Deposits for 282 months.

per Annum Fixed Deposits for 288 months.

per Annum Fixed Deposits for 294 months.

per Annum Fixed Deposits for 300 months.

per Annum Fixed Deposits for 306 months.

per Annum Fixed Deposits for 312 months.

per Annum Fixed Deposits for 318 months.

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per Annum Fixed Deposits for 330 months.

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per Annum Fixed Deposits for 414 months.

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per Annum Fixed Deposits for 426 months.

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per Annum Fixed Deposits for 438 months.

per Annum Fixed Deposits for 444 months.

per Annum Fixed Deposits for 450 months.

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per Annum Fixed Deposits for 462 months.

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per Annum Fixed Deposits for 504 months.

per Annum Fixed Deposits for 510 months.

per Annum Fixed Deposits for 516 months.

per Annum Fixed Deposits for 522 months.

per Annum Fixed Deposits for 528 months.

per Annum Fixed Deposits for 534 months.

per Annum Fixed Deposits for 540 months.

per Annum Fixed Deposits for 546 months.

per Annum Fixed Deposits for 552 months.

per Annum Fixed Deposits for 558 months.

per Annum Fixed Deposits for 564 months.

per Annum Fixed Deposits for 570 months.

per Annum Fixed Deposits for 576 months.

per Annum Fixed Deposits for 582 months.

per Annum Fixed Deposits for 588 months.

per Annum Fixed Deposits for 594 months.

per Annum Fixed Deposits for 600 months.

per Annum Fixed Deposits for 606 months.

per Annum Fixed Deposits for 612 months.

per Annum Fixed Deposits for 618 months.

per Annum Fixed Deposits for 624 months.

per Annum Fixed Deposits for 630 months.

per Annum

Intimations.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS—

LADIES'
DEPARTMENT.

A LARGE
AND
VARIED STOCK
OF THE
NEWEST
DRESS
MUSLINS
AND
WASHING
FABRICS.

PRETTY
BATHING
DRESSES
AND
CAPS.

CHILDREN'S
DEPARTMENT.

NEW
WASHING
HATS.

PITH
HATS.

BOYS' & GIRLS'
SANDALS.

SUITS.

DRESSES
AND
BATHING
COS-
TUMES.

&c., &c., &c.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 22nd May, 1905.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
TO-MORROW,
the 31st May, 1905, at 11 A.M., at
ARMY ORDNANCE STORES,
Queen's Road East,
The following Government Stores at the
Arsenal Yard:—
HORSE RUGS, ANCHORS, ONE BAG-
TABLE, TABLE, WHEELS, WAGONS,
HAVERSAKS, LEATHER ACCOUTRE-
MENTS, OLD BRASS, GUN-METAL,
COPPER, WHITE METAL, LEAD, IN-
TRENCHING TOOLS, ZINC, STEEL,
CAST, WROUGHT AND GALVANIZED
IRON, LEATHER, BLANKETS, SERGE,
TENT DUCK, TARRED AND PLAIN CAN-
VAS, ROPE, DOSSOOTIE, HUNTING,
LINEN, COTTON and WOOLLEN RAGS,
IRON DRUMS and CYLINDERS, PAINT
KEGS, WOOD and PACKING CASES,
&c., &c., &c.
Also a Quantity of WATER PROOF
SHEETS.
Catalogues can be had at the Ordnance
Office or from the Auctioneers.
TERMS OF SALE:—Cash on delivery. All
bids and errors of descriptions at Purchasers'
risk on the fall of the hammer.
All lots to be cleared within 48 hours.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 30th May, 1905. [608]

PUBLIC AUCTION.
BY ORDER OF THE MORTGAGEE,
of
VALUABLE LEASEHOLD
PROPERTY,
situate at Caine Road, Victoria, Hongkong,
ON
THURSDAY,
the 1st June, 1905, at 3 P.M.,
BY
MR. GEO. P. LAMMERT, Auctioneer,
at his Sales Rooms, Duddell Street.

THE Premises are Registered in the Land
Office as Section A of Inland Lot No. 423
and Section A of Inland Lot No. 523 with the
Messuage and Buildings thereon, known as
"DINDER," No. 51, Caine Road, and contain
in the whole 29,138 square feet and are held
from the Crown for the residue of the respec-
tive terms of 999 years. Annual Crown Rent
\$75.65.
For further particulars and conditions of
sale, apply to—
EWENS & HARTSON,
Solicitors for the Mortgagee,
or to
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 25th May, 1905. [594]

BY ORDER OF THE MORTGAGEES:
PUBLIC AUCTION.
MESSRS. HUGHES AND HOUGH have
been instructed to sell by
PUBLIC AUCTION,
ON
MONDAY,
the 5th June, 1905, at 2.30 o'clock in the after-
noon, at their Auction Room, No. 8, Des
Vaux Road (corner of Ice House Street)

THE
VALUABLE LEASEHOLD PROPERTY,
which is intended to be registered in the
Land Office as
SUBSECTION 1 of SECTION N of MARINE LOT
NUMBER SEVENTY-ONE, IN ONE LOT.
This Property comprises Nos. 84, 86, 88, & 90,
Ko Shing Street, Victoria, Hongkong.
Particulars and Conditions of Sale may be
obtained from the Vendors' Solicitors,
Messrs. DEACON, LOOKER & DEACON,
1, Des Vaux Road Central,
and also from the Auctioneers.
Hongkong, 22nd May, 1905. [513]

PUBLIC AUCTION.
BY ORDER OF THE MORTGAGEES,
of
VALUABLE LEASEHOLD PROPERTY,
situate at Queen's Road East, in the
Colony of Hongkong,
IN TWO LOTS,
ON
TUESDAY,
the 6th June, 1905, at 3 P.M., at the premises,
BY
MR. GEO. P. LAMMERT, Auctioneer.

1. or 1.—All that PIECE or PARCEL of
GROUND registered in the Land Office
as The Remaining Portion of Inland Lot
No. 270, together with the Messuage and
Buildings thereon, known as No. 105,
Queen's Road East.
Lot 2.—All that PIECE or PARCEL of
GROUND registered in the Land Office
as The Remaining Portion of Inland Lot
No. 260A, together with the Messuages and
Buildings thereon, known as Nos. 107 and
109, Queen's Road East.
The above premises are held from the Crown
for the respective terms of 999 years and are
sold subject to a Lease registered in the Land
Office by Memorial No. 35558.
Particulars and conditions of sale, may be
obtained from—
EWENS & HARTSON,
Solicitors for the Mortgagees,
or
GEO. P. LAMMERT,
Auctioneer.
Dated the 27th day of May, 1905. [603]

PUBLIC AUCTION.
MESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,
ON
TUESDAY,
the 13th day of June, 1905, at 3 P.M., at their
Sales Rooms

The following
VALUABLE LEASEHOLD
PROPERTY,
situate at Victoria, in the Colony of Hongkong,
viz:—

All that PIECE or PARCEL of GROUND
situate at Victoria aforesaid registered in the
Land Office as Inland Lot No. 6093, Area
37,935 square feet or thereabouts. Term 999
years. Annual Crown Rent \$74.40 together
with the messuage thereon, known as "Green-
mount," Bonham Road, Victoria, aforesaid.
For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Vendor's Solicitors,
or
Messrs. HUGHES AND HOUGH,
Auctioneers.
Hongkong, 30th day of May, 1905. [606]

AN IMPROVED SUGAR MILL

IN THE PHILIPPINES.

A recent issue of the *Cableman*, says:—A
sugar mill that should be of more value to the
Filipino who farms on a small scale than any
other piece of machinery that has yet been in-
troduced by the Americans into the islands has
recently been shipped to the commercial
museum from Chattanooga, Tennessee. The
mill is put together in the most compact way,
not being more than a yard square, and
weighs about 1,000 pounds. Being so com-
pact it could be transported to any part of the
archipelago and set up at the most convenient
point.

The machine is very simple to operate, the
power being furnished by a draft animal and the
sticks fed in much the same manner as they
are fed in the old-fashioned Filipino mill.
A machine that could be operated by one
carabao would grind out 700 gallons a day and
would cost \$50 gold. A two-horse-power
machine would cost \$75 gold.

The two things that would make it of great
value to the Filipino growing sugar in a small
way is the thoroughness with which it presses
out the juice and its extreme durability. The
old Filipino mill does not press out 50 per
cent. of the juice, and the remainder is lost;
the new mill wastes practically nothing. If the
mill is kept oiled there seems to be no reason
why it would not last a farmer a lifetime.

DERELICT MINES.

Writing to the *N. C. D. News*, a correspond-
ent signing himself "Conter," says:—
Sir,—A paragraph recently appeared in the
local Press to the effect that the Commanding
Officer of H.M.S. *Hogou* says that it is pro-
bable that what are taken for mines are in
many cases only floating casks, logs of wood,
etc. Some time ago a picture appeared in
Punch entitled "The Point of View;" it repre-
sented a group of children who had been taken
to a picture gallery to view a celebrated paint-
ing showing the early Christians being thrown
to the lions; and how they were telling their
mother all about it. After listening to her
sister's impressions of the sufferings of the
Christians and the ferocity of the wild beasts,
one little girl rather surprised the company by
resembling, "Oh yes, mamma; and there was
one poor lion in the corner that didn't have a
Christian at all."

Everything (even drifting mines) depends
upon the point of view; in the Naval Officer
whose ship is snugly moored in Weihaiwei har-
bour, or swinging round the buoy off the Bund
at Shanghai, the question of mines is likely to
appear in a totally different light than it does to
the master and mates of the coasting vessels who
are engaged on the Shanghai-Tientsin or New-
chwang trade. Day after day reports appear
in the papers of mines sighted in Lat. and
Long. so-and-so, yet nobody seems to strike
them; consequently it is inferred that the sup-
posed mines only exist in the imagination of
those who report them.

Let us look at the matter from the point of
view of the coasting shipmaster, who is engaged
in the northern trade, and has to pass through
the dangerous zone twice in about every nine
or ten days; his ship is ambling along the usual
ten knots, bound north anywhere between
Shanghai and Howk on a fine day; suddenly
there is a yell forward, the steering engine
rattles over, and the captain reaches the bridge
just in time to catch a glimpse of a small cir-
cular shaped object alongside just awash, and
with a few spikes projecting from the top; it
did not resemble a barrel in any way, and it most
certainly was not a log of wood, and the cap-
tain decides that he has just missed touching
a mine and thanks his lucky stars accord-
ingly; that night, if the weather remains fine,
he anchors his ship, or pays out cable if the
water is deep and the windless not all it might
be. On the passage south the weather has
changed; there is a nasty sea running with
dirty weather generally; anchoring at night is
out of the question, consequently there is nothing
for it but to run on and trust in Providence,
and it is needless to remark that on a night
of that kind, there is precious little com-
fort to be derived from the knowledge that
what are taken for mines are in many cases
only floating casks, etc., and if during the
night the firemen happen to drop an ash-
bucket down the stockhold with a little
more noise than usual, it does not soothe
the nerves of the officer on watch by any
means. Not long ago the writer happened
to be off Sloping Point one morning whilst
on the passage from Taku to Chefoo; sud-
denly a column of smoke shot up from the
water, apparently about four miles ahead,
followed a few seconds later by a loud report;
the ship was kept away in the direction of the
smoke cloud, but nothing was seen to show
any cause for the explosion; subsequently it was
learned that two fishing boats with their crews
had disappeared in the vicinity on that date;
possibly they may also have been imbued with
the idea that what are taken for mines, are in
many cases only floating casks, logs of wood,
etc. Everybody who has seen a drifting mine
and very few mercantile marine officers on the
northern run have not known that there is no
possibility of mistaking it for a log of wood,
for the simple reason that mines and logs no
more resemble each other than H. M. B. *Hogou*
resembles a Ningpo junk; this also applies
more or less to floating casks.

Intimations.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellam's Duplicator.
Hongkong, 23rd February, 1905. [61]

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VAUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 529.
Hongkong, 1st October, 1904. [61]

Intimations.

HONGKONG HIGH LEVEL TRAMWAYS
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the above-named Company will be held at
the Registered Office of the Company, Alex-
andra Buildings on SATURDAY, the 3rd of
June, at Noon, in accordance with Article 101
of the Company's Articles of Association for
the purpose of considering the desirability of
the dissolution of the Company and for the
purpose of passing the following Resolutions,
viz:—

1. That it is desirable that the Company
may be dissolved and that it be wound
up voluntarily.
2. That the General Managers be and they
are hereby appointed Liquidators.
3. That the Liquidators be and they are
hereby authorized to consent to the regis-
tration of a New Company to be
named the "PEAK TRAMWAYS COM-
PANY, LIMITED" with a Memorandum
and Articles of Association which have
been prepared with the approval of the
Consulting Committee of the Company.
4. That the Liquidators be empowered to sell
to the "PEAK TRAMWAYS COMPANY,
LIMITED" the undertaking of this Com-
pany at the price of \$200 per share either
in cash or shares of the "PEAK TRAM-
WAYS COMPANY, LIMITED" at the
option of Shareholders of this Company
and to enter into all necessary agree-
ments to that effect.

Should the above Resolutions be passed by
the requisite majority they will be submitted
for confirmation as special Resolutions to a
Second Extraordinary General Meeting which
will be subsequently convened.
Dated 22nd May, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.

CANTON INSURANCE OFFICE,
LIMITED.
NOTICE

NOTICE is hereby given that the following
SCRIP CERTIFICATES:—
No. 2569 for 27 Shares Nos. 4800/44 and
3767/8 issued 4th December, 1901, in name of
Mr. TONG SHOU PANG of Hankow, and
No. 2570 for 27 Shares Nos. 1531/6, 2465/55,
3266/7, 3851/3, 4800/13 and 7649/8, issued 4th
December, 1901, in name of Mr. TONG
SHOU KIANG of Hankow, have been Lost,
and should the same not be produced before
the 10th proximo, fresh Certificates will be
issued, and no transaction taking place under
the said Scrip Certificates Nos. 2569 and 2570
will be recognized by the Office.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 26th May, 1905. [598]

THE FAMOUS "MAB" RAZOR
"SHARP LITTLE SHAPER"
"WEIGHT LESS THAN FOUR OUNCES."

THIS "DWARF" RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It
is manufactured in Sheffield, England, from a
special amalgam of steel which makes it in-
destructible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.

Will be mailed to any address on receipt of
the price (\$2), post free.
To be obtained from THE MUTUAL STORES,
TRADE, LIMITED, and all first-class stores
in the Colony.
Sole Agents for Far East, HOWARD & Co.,
29, Des Vaux Road, Central, Hongkong.
Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [63]

ESPECIAL OLD TOM GIN.
Marshall and
Elvy's

Satinette
DOUBLY DISTILLED
AND OF
MATURED AGE.
TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.
Hongkong, 11th May, 1904. [53]

Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.
Cargo remaining on board after the 1st
June, at 4 P.M., will be landed at Con-
signees' risk and expense into the Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

DAVID JASSOON & Co., LIMITED,
Agents.
Hongkong, 29th May, 1905. [607]

Consignees.

AMERICAN ASIATIC STEAMSHIP CO.
NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.
THE Steamship

"DAGHESTAN,"
Captain E. H. Todd, having arrived from
the above Port, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, and stored at
Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 4th June will be
subject to rent.

All broken, chafed and damaged goods are
to be left in the Godowns where they will be
examined on the 5th June at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 29th May, 1905. [606]

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

"S.S. 'ARAGONIA,'"
FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Counter-
signature and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever. ALLAN CAMERON,
General Agent.
Hongkong, 29th May, 1905. [12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Godowns of the Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., S.S. *Macdonald*.
Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.

Goods not cleared by the 3rd proximo, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 27th May, 1905. [2]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 3 o'clock
THIS AFTERNOON.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 30th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 30th instant, at
9.30 A.M.

All Claims must reach us before the 5th of
June, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 24th May, 1905. [3]

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"ABERLOUR,"
Captains Burnet, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 1st June will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st June, at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 29th May, 1905. [602]

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a
want of proper nourishment and enough of it.
Now-a-days they call this condition by the
learned name of Anemia. But words change
no facts. There are thousands of girls of this
kind anywhere between childhood and young
ladyhood. Disease finds most of its victims
among them. They are too weak and frail to
resist. Some of them are passing through the
mysterious changes which lead up to maturity
and need especial watchfulness and care. Alas,
how many break down at this critical period;
the story of such losses is the saddest in the
history of home. The proper treatment might
have saved most of these household treasures,
if the mothers had only known of

WATERBURY'S PATENT
and given it to their daughters, they would have
grown to be strong and healthy women. It is
palatable as honey and contains all the nutritive
and curative properties of Pure Cod Liver Oil,
extracted by us from fresh cod livers, combined
with the Compound Syrup of Hypophosphites
and the Extracts of Malt and Wild Cherry. In
building up pale, puny, emaciated children,
particularly those troubled with Anemia,
Scrofula, Rickets, and Bone and Blood diseases,
nothing equals it; its tonic qualities are of the
highest order. A Medical Institution says:
"We have used your preparation in treating
children for coughs, colds and inflammation;
its application has never failed us in any case,
even the most aggravated bordering on
anæmia. The children like it, and it builds
up their bodies; many little children owe their
lives to it." The more it is used the less will
be the ravages of disease from infancy to old
age. It is both a food and a medicine,—
modern, scientific, and effective from the first
dose. It never deceives or disappoints, and is
the medicinal triumph of our time. "There is
no doubt about it." Sold by chemists.

HONGKONG STEAM WATER BOAT
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND of 1/4% for the
half year ending March 31st, 1905, has
been Declared.

DIVIDEND WARRANTS will be issued
on application at the Company's Office on and
after SATURDAY, June 3rd, 1905.

The TRANSFER BOOKS of the Company
will be CLOSED from 1st to 3rd June, both
days inclusive.

Hongkong, 26th May, 1905. [597]

BELL'S ASBESTOS EASTERN AGENCY,
LIMITED.

A BRANCH REGISTER OF MEMBERS
of this Company on the EASTERN
REGISTER has this day been established
under The Companies (Colonial Register) Act
1883 and will be kept at the Office of the
Undersigned who are duly authorised to ex-
ercise all the powers of the Directors of the Com-
pany in relation to transfer of Shares entered
in such branch register.

Dated this First day of May, 1905.

524] BRADLEY & Co.

THE WINE GROWERS
SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

CLARETS.

St. George \$4.00 Per Dozen Quarts.

Cru-Wynbron 4.50 " "

Cotes 5.00 " "

Montferand 5.50 " "

Medoc 6.00 " "

St. Emilion 6.00 " "

St. Estephe 6.50 " "

St. Julien 7.50 " "

St. Estephe Su-
perior 9.00 " "

Chateau Margaux 9.00 " "

Chateau Leoville 9.00 " "

Chateau Lafite ... 10.00 " "

Chateau Latose ... 10.50 " "

BARRETTO & Co.,

Agents,

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

**WINE AND SPIRIT
MERCHANTS.**

ALEXANDRA BUILDINGS.

SHERRY.

The following Brands are recommended
as high-class Wines of superior quality.

- B. SUPERIOR PALE DRY, Dinner**
Wine, Green Seal Capsule \$12.00
- C. MANZANILLA, PALE NATU-
RAL SHERRY, White Capsule** 13.50
- CC. SUPERIOR OLD PALE
DRY, NATURAL SHERRY,
Red Seal Capsule** 16.00
- D. VERY SUPERIOR OLD PALE
DRY, Choice Old Wine, White
Seal Capsule** 18.00
- E. EXTRA SUPERIOR OLD
PALE DRY, Very Fine Qual-
ity (old bottled), Black Seal
Capsule** 27.00

"D." AND "E." ARE FAVOURITE
WINES ALL OVER THE FAR EAST,
AND ARE SPECIALLY RECOM-
MENDED.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 20th May, 1905.

OUR

SUPER CHIANTI

has been awarded the

GOLD MEDAL

AT THE

ST. LOUIS EXHIBITION.

PRICE:

\$9.75 PER CASE 1 DOZEN.

GREGOR & Co.

Hongkong, 27th April, 1905.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Hom-Loi Road,
and should be accompanied by the Writer's Name and
Address.
On the business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messengers. On copies sent by post an
additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue in any part of the
world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-
five cents.

MARRIAGE.

PETRIE-PARKER.—At Hongkong, on the
29th May, 1905, THOMAS PETRIE, journalist,
son of John Smith Petrie, Esq., of Zoor,
Forfar, Scotland, to LETTIE PARKER, widow
of Charles Parker, of Taku, North China.
—Japan papers please copy.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 30, 1905.

THE NAVAL FIGHT.

A further instalment of that exciting serial,
the Russo-Japanese war, came to hand this
morning in a lengthy official telegram
received from Admiral Togo at headquarters
and transmitted by the Japanese authorities
to their representatives the world over. This
despatch furnishes details of a two days'
engagement between the rival fleets and
one which it was believed would take its
place with the decisive or epoch marking
sea battles of the world. The light still
continues and everyone is left in a state of
breathless anticipation. Admiral Togo has
realised that he can take no risks and, while
there is no doubt that for the past few weeks
he has been watching and waiting and
warily laying his plans, it is equally certain
that the same policy of cautious strategy,
so far as his first fighting line is concerned,
has been continued ever since the Baltics
steamed into the southern China Sea.
Immediately upon the receipt of the report
that the enemy was in sight his combined
squadron assumed the offensive and the
Nelson of Nippon steamed out to give
battle to the daring Rodjestvensky. Ex-
pecting with his small and less indis-
pensable craft, which, of course, are
more easily replaced, it is safe to assume
that he has been taking no hazards for at
the outset he had five battleships pitted
against eight of Russia. He has torpedo
boats galore, and with these can harass
the enemy and possibly sink several
battleships, and then be on better
than even terms. On the other hand, Rod-
jestvensky could afford to lose all his fleet if
he should take Togo's battleships down
with him or even sink three of them. The
Russians may be poor sailors and the Japa-
nese some of the best of sea fighters, but
seven battleships were dangerous where the
enemy only had five and no reserve. Togo
realised this and, knowing that to lose the
fight with the Admiral of the Baltic Fleets
would be to lose the war, made a combined
attack and after sunset sent in his destroyer
and torpedo flotillas to sink the Russian
ships. In such a manner the Japanese
can make victory more certain than fighting
any other way, and although at pre-
sent we are told nothing of what the
"insignificant" damage to the Russian losses
ships amounts to details of the Russian losses
point to a severe engagement in which one
would imagine both sides had suffered
severely. Indeed, at a late hour last evening
we received a wire from our special cor-
respondent at Shanghai stating that, "A wire-
less telegraph message received here by the
British Naval Authorities confirms the report
of a naval engagement having taken place.
The Admiralty telegram states that both the
Russian and Japanese fleets sustained very
severe losses, and that neither can claim
a decisive victory." This we hesitated
to put into circulation in view of the
improbability of the result attending the
naval engagement and were justified in
withholding it since on subsequent inquiry
at the proper official source we were
authoritatively informed that no confirma-
tion of the news had been received by
the Commander-in-Chief in Hongkong.
In the same message it was stated that
Admiral Rodjestvensky had been successful
in fighting his way through the line of Japa-
nese warships and had succeeded in reaching
Vladivostok. This news is distinctly in-
teresting, and while it has not yet been offi-
cially confirmed there does not appear to be
inherent improbability in the story. We
know that Rear-Admiral Nebogatoff, the
commander of the recently arrived Third
Squadron, has been captured and had Rod-
jestvensky met with a similar fate the news
would have reached us ere this. Meanwhile
the battle continues with the Russian
strength reduced in her most formid-
able units and while some of the older
craft have either gone to the bottom or
into Japanese possession there is still a like-
lihood that, joined by the Vladivostok ships,
the Baltics may be able to prolong the
fight which must now be regarded as out-
ranking in its far-reaching significance any
of the events that have marked the progress
of the war.

LOCAL AND GENERAL.

SEVEN cases of plague, with six deaths, were
notified since noon of yesterday.

DURING the fortnight ending 23rd May, 3,610
houses were limewashed and cleaned under the
supervision of the officials of the Sanitary Board.

THE following is the return of visitors to the
City Hall Library and Museum for the week
ending the 28th May, 1905.

Library, Museum	
Non-Chinese.....	259
Chinese.....	117
Total.....	376

ABDUL Lateef, an Indian with 20 previous
convictions against him, was charged before
Mr. Orme this morning with behaving in a
disorderly manner in the public street. Abdul
was taken on arrival, with 35 others, from Can-
ton. It was seen by Inspector Cotton and
being noticeably ill, it was isolated, but died
in an hour and a half. The shed was disinfected,
and the in-contact animals isolated.

At the fortnightly meeting of the Sanitary
Board this afternoon, the Colonial Veterinary
Surgeon reported that a case of anthrax oc-
curred in the cattle depot of the Kennedytown
slaughter house on the 23rd inst. The animal
was taken on arrival, with 35 others, from Can-
ton. It was seen by Inspector Cotton and
being noticeably ill, it was isolated, but died
in an hour and a half. The shed was disinfected,
and the in-contact animals isolated.

MR. D. E. Ellis, philanthropist, of Pedder Street,
charged his houseboy, Cho Nam, aged 16
years, with the theft of a quantity of old
stamps valued at \$110. Cho took them to a
dealer to dispose of them, but the latter was
suspicious and detained the boy. He was
placed before Mr. G. N. Orme this morning,
and by him was sentenced to three weeks'
hard labour, six strokes with the birch, and to
be banished at the expiration of his sentence.

A YOUNG Chinese boy was charged before Mr.
G. N. Orme this morning, with stealing a pair
of Chinese trousers from a verandah on Mon-
day. Accused said "it was on Monday, and
that was a very windy day, and as I was pass-
ing the verandah a strong wind blew the pants
across my shoulders. Then it began to rain so
I ran, and then some people came and said
I had stolen the pants." This injured inno-
cence story did not "go down" with His
Worship who sentenced him to three weeks'
hard labour and six hours' stocks.

STATUS OF CHINESE EXCLUSION
FROM AMERICA.

Washington, April 26th.—Negotiations be-
tween the United States and China for a treaty
restricting the immigration of Chinese to this
country have been practically abandoned. It
has been found impossible for the representa-
tives of the two governments to reach a com-
mon ground of agreement. The whole subject,
therefore, is being held in abeyance until W. W.
Rockhill, the recently appointed minister of
the United States to China, shall arrive in
Peking. It is expected that he will take up
the matter directly with the Chinese govern-
ment.

When Wu Ting Fang was minister of China
to this capital he made an exhaustive study of
the Chinese immigration question ascertaining
very precisely, among other things, the
American point of view. He maintained con-
sistently the injustice of the restrictions thrown
by this government around the immigration of
Chinese, but was unable to accomplish any-
thing in the way of lowering the barriers dur-
ing his sojourn here. In China he is now in a
position to make it difficult, if not absolutely
impossible, to negotiate a treaty unless the
convention shall have incorporated in it certain
provisions for which the Chinese government
contends.

China is anxious to obtain in the proposed
treaty liberal definitions of the terms "mer-
chants," "travellers," and "students," in order
to relieve such classes from embarrassment on
their arrival in the United States. These clas-
ses now are admitted to the country, but the
restrictions thrown around their entrance are
severe. The immigration authorities urge the
necessity for such restrictions because of the
issuance by Chinese officials, in many instances,
of fraudulent certificates indicating that coolies
are "students" or "merchants" and as such
entitled to admission.

These certificates have to be passed upon by
United States consuls in China, but they ne-
cessarily have to take the word of the Chinese
officials for the applicants' social standing, as
they have neither the time nor the opportu-
nity to make a personal investigation of each
case.

Chentung Liang Chang, the Chinese minis-
ter, has been informed frankly that much of
the trouble experienced by merchants and stu-
dents arises from the action of the Chinese offi-
cials in issuing certificates that require investi-
gation here.

When a tentative draft of the proposed treaty
was prepared some time ago, it was laid before
the immigration officials of the department of
commerce and labour. Some parts of it did
not meet with their approval. The suggestions
they made did not suit Chentung Liang Chang
who declined to agree to some of the proposi-
tions made by them. That brought the nego-
tiations practically to an end and there probably
they will remain until Minister Rockhill shall
reopen them in China.

An intimation is given in official circles that
the law as it stands at present may be open to
attack. If the attack upon it should be made
by some of the numerous organizations in this
country interested in Chinese immigration and
carried to the supreme court of the United
States, the result, in the absence of a treaty on
the subject, probably would be a flood of
Chinese immigration to the United States.

THE HONGKONG HOTEL.

PROPOSED RE-BUILDING.

At a meeting of the Sanitary Board this
afternoon, Messrs. Palmer and Turner, on be-
half of the Hongkong Hotel Company, Ltd.,
submitted sketch plans showing the proposed
rebuilding of portions of the Hotel premises.
For this certain modifications of the Public
Health and Buildings Ordinance of 1903 were
required, and an application was made to the
Board to recommend the modifications. The
company ask as follows: (1) That the building
may exceed 76 feet in height, i.e., that the
average height on the front may be 104 feet;
(2) that the building may exceed four storeys in
height, i.e., that it may be six storeys in height;
(3) that as regards the ground and first floors,
the site contains an area approximately of
20,380 square feet one fourth of which,
5,115 square feet be given up as open space,
the proposed plan being as follows:—Open
space on ground floor 3,610 sq. ft., open
space on first floor 4,240 sq. ft., and
open space on all floors above 5,500 sq. ft.
The applicants called the Board's attention
to the following points in favour of the Hotel
Co.'s requests, as regards (1) Pedder Street
measures opposite the proposed building 72
feet at one end and 71 feet at the other; the
Ordinance allows a building to be erected one
and a half times the width of the street on
which it fronts, which in this case would allow
of a height of 107 feet 3 inches, (2) from the
enclosed plan it would be seen that, although
the new block is higher there is no comparison
between the old and new blocks as to amount of
light and air, which will be obtained in every
room of the new scheme. The new plan shows
84 bedrooms allowing for two people occupying
each bedroom (which is very improbable) mak-
ing 168 and four servants to each upper floor,
16 means a total of 184 at the outside are likely
to occupy the building for sleeping purposes.
It could not, therefore, be said that there was
any question of surface crowding, for, presum-
ing the ground was going to be laid out for the
erection of Chinese houses, and they were
erected of the height allowed, viz., four storeys,
it was estimated that sufficient houses could be
put on the ground, so that allowing 50 feet
superficial to each person, the three top floors
alone of such houses would accommodate
over 500 people. (3) The plan shows that
neither the ground nor the first floor
are intended to be used for sleeping pur-
poses. The ground floor consists at most
entirely of European shops, the first floor,
of dining, reception and billiard rooms for
hotel purposes. There would be a shortage
of open space on the first floor, but as it was
not to be used for sleeping purposes and as
there was an excess on each of the other floors
it was hoped the Board would recommend the
modification as applied for.

MEDICO'S DISMISSAL.

The Hon. Dr. Clark, Principal Medical
Officer of Health, minutes:—The houses in
Queen's Road Central which will be over-
shadowed are all shops and offices, and I do
not think there is any serious sanitary objec-
tion to the plan as submitted. I consider the
Board is justified in considering the question
of the demand for housing accommodation for
Europeans in this Colony, which is in ex-
cess of the supply, and on these grounds
approving of the plan of the extension of the
Hotel.

Dr. Pearce minutes:—I cannot recommend
that this building be allowed to exceed 76 feet
in height. It must be remembered that one
side of the building is in Queen's Road Central,
and this ought to be taken into consideration
as it is narrower than Pedder Street. The
effect of a very high building on the lighting of
neighbouring houses is an important point and
should be considered when deciding the point at
which the height of the building is to be mea-
sured. The very high buildings when compared
with the narrow streets running between them
in this portion of the city are certainly not
achievements of which the Sanitary Board can
be proud. I have no objection to offer to the
proposed modification of the open space re-
quired, under section 180, as long as the open
space for the different floors suggested by
Messrs. Palmer and Turner are adhered to.

Mr. A. Rumjahn minutes:—I agree with the
Medical Officer of Health that the building
must not exceed 76 feet in height; most of the
offices in Queen's Road opposite to the Hotel
are now pretty dark, and if the height of the
Hotel be increased it will shut off more light
from them. Queen's Road is only 50 feet wide
and the maximum height of a building front-
ing thereon can only be 75 feet. I should like
the President to prove that the demand for
the accommodation of Europeans is in excess
of the supply. A reference to the adver-
tising columns of the Press of numbers of
houses to be let would dispel any doubt on
this point.

The Hon. the Registrar General minutes:—
How long will the houses in Queen's Road,
which are to be overshadowed remain offices?
It is the demand for European houses in cer-
tain neighbourhoods only that is in excess of
the supply.

The Hon. the President minutes:—In reply
to Mr. Rumjahn it is not proposed to front
the building on Queen's Road, but on Pedder
Street which is 72 feet wide, and one and a half
times this equals 108 feet. I think the public
has a right to expect the Board to be consistent
in a matter of this sort, and hitherto the 76-foot
rule has never been enforced, in the case of
hotels and large blocks of offices in the strictly
business portion of the city.

The matter was still under discussion at the
time of going to press.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observatory:—
On the 30th at 12.30 p.m. The barometer has
fallen slightly over S. China.
Pressure appears to be low over Central
China.
Gradients are moderate to slight and moder-
ate to fresh S. winds may be expected in the
Formosa Channel and N. part of the China Sea.
Forecast:—fresh or moderate S.W. winds,
usually thunderstorms.
The returns received are very scanty this
morning.

JAPANESE GOVERNMENT AND
THE EXPORT OF COAL.

MESSAGERIES MARITIMES CONTRACT.

Since the Baltic squadron made its appear-
ance in the China Sea, there has been some
apprehension among Japanese that the Rus-
sians would indirectly receive supplies of
Japanese coal from Japan. Such coal sold to
foreigners and shipped to Hongkong, Singa-
pore, and other parts of the China Sea might
be supplied to the Baltic squadron, while
nothing could be done by the Japanese au-
thorities to prevent it. This was the general
opinion, but the Japanese Government has
now decided to investigate into the quality,
shipper, buyer and destination of coal ex-
ported from this country and to stop shipments the
destination of which is thought to be inimical to
the interests of Japan. These are announced as
extraordinary administrative measures in time of
war. In compliance with this decision the ship-
ment of 4,000 tons of Buzan lump coal, which was
to be shipped by the Moji branch of the Midzu-
shima Shosen, a coal firm in Sakaye-machi,
Kobe, for Saigon, in contract with the Mes-
sageries Maritimes, has been stopped by the
authorities.

According to the *Osaka Mainichi*, to which
journal we are indebted for the above infor-
mation, Midzushima Shosen had for ten years
held a contract with the M.M. Company for
the supply of coal to its fleet, the coal to be
delivered at Hongkong, Singapore, Saigon,
Kobe. Last year the Mitsui Bishi Com-
pany supplied the coal required at Saigon, but
this year the Midzushima Shosen was again
successful in its tender. The quantity of coal
to be delivered at Saigon this year was 10,000
tons, of which 4,500 tons were shipped on
April 13th. Recently the Midzushima Shosen
chartered the British steamer *Hatsue*, for
shipment of coal from Moji to Saigon at \$2.30
per ton. The steamer arrived at Moji on the
13th instant, and the Midzushima Shosen ap-
plied to the Moji Customs for permission to
ship to Saigon 4,500 tons of the best Buzan
lump coal in addition to 700 tons bunker coal
for the steamer. Usually a permit is given at
once, but this time it was delayed and, the
shipper was told that in view of the present
situation of affairs he had better apply for
permission to certain authorities. On the 14th
instant application was made to the authorities,
and on the following day the application was
returned with a note to the effect that the ship-
ment of coal by the *Hatsue* would not be
allowed, and that an explanation would be
given on application to the Home Minister. A
few minutes afterwards the Moji Police tele-
phoned that the shipment of coal by the *Hatsue*
should be postponed until further instructions
from the Governor. The matter was communi-
cated to the head office of the coal company at
Kobe and the loading of the steamer stopped.
Nothing being heard from the Governor on the
afternoon of the 16th the Midzushima office
at Moji telegraphed to the Governor asking for
an explanation of the stoppage, and explaining
that the detention of the steamer would result
in heavy losses to the firm. In about an hour
a reply was received stating that the shipment
was stopped in compliance with instructions of
the Government. Thereupon, the Midzushima
Shosen immediately gave notice to the M.M.
Company and the master of the *Hatsue* can-
celling the contract and charter-party. The
contract entitled the firm to take this course if
unable to fulfil its agreement by *vis major*,
such as the collapse of the colliery or the pro-
hibition by the Government of coal shipments.

The *Osaka Journal* adds that when the con-
tract was accepted towards the end of last year,
the coal market was extremely depressed and
the Midzushima firm entered into competition
with the Mitsui Bishi, so that the contract was
taken at a very low rate. The contract works
out at about ¥1.50 per ton below the price now
ruling, and if the coal can be sold otherwise
the Midzushima Shosen will, according to the
calculation of our contemporary, gain about
¥10,000 by the Government's prohibition.

We find upon making inquiry at the
Kobe agency of the M. M. Company that the
above account, while substantially correct,
is inaccurate in some particulars. In the first
place the Midzushima Shosen did not ship any
coal on the 13th ult. as stated above, and no
separate cargo of 4,500 tons was to be dispatch-
ed. While the *Hatsue* was loading the com-
pany were unable to obtain the usual clearance
permit of the authorities, and in due course
learned that the cargo could not be cleared.
This will not seriously affect the M. M. Com-
pany, as the coal supply at Saigon is ample.
It is thought that the embargo of the Govern-
ment will soon be removed.—*Japan Chronicle*

SHIPPING JETSAW.

Captain Jobory, of the s.s. *Sanegumbia*, from
Yokohama via Shanghai, which latter port she
left on the 26th inst., arriving here this morn-
ing, reports that when leaving Woosung there
were five Russian transports there.

Captain Gregory, of the s.s. *Caladenia*, from
Marseilles via Saigon, which she left on the 27th inst., reports
that there were still a large number of trans-
ports in Saigon River.

At a public meeting held at Ipoh on 22nd inst.,
it was announced that it was the intention of
the Government to make Ipoh the largest com-
mercial centre of the Federated Malay States.

We learn from Saigon papers that the salvage
experts at the Bay of Along are waiting for the
high tide on the 7th June when an attempt will
be made to re-float the cruiser *Sully*. From a
gentleman who arrived from Haiphong to-day
we learn that the port has been properly
submerged under the *Sully's* bow with two air
shafts showing above water. This would
indicate that the initial difficulties which, it was
feared, might be met in operating the pontoon
have been successfully got over, and the best
promises are given that the salvers will in the
end be rewarded with the success of their
efforts so fully met.

T E L E G R A M .

[Official Telegram.]

DETAILS OF THE BATTLE.

THE RUSSIAN LOSSES.

FIGHT STILL IN PROGRESS.

OFFICIAL NEWS.

Tokio, 29th May, 4.15 p.m.
(received 2.20 a.m. 30th.)
Mr. Me-Nomi, Consul for Japan, has
kindly forwarded to us the following tele-
gram:—

The reports from Admiral Togo received
at the Headquarters are as follows:—
The first report received on the morning
of May 27th states that immediately upon
receipt of the report that the Russian
squadron was in sight, our combined squad-
ron started for an attack.

The weather is fine, but with heavy sea.
The second report, received on the
night of May 27th, states that the
combined squadron attacked the Rus-
sian squadron to-day near Okinoshima
(South-east of Tsushima) and defeated it,
sinking at least four ships and inflicting
heavy damage upon the others.

The damage to our ships is insignificant.
Our destroyer and torpedo flotillas de-
livered an attack after sunset.

The third report, received on the morning
of May 29th, states that the main force of our
combined squadron, had continued the pur-
suit since the 27th inst., and attacked on the
28th instant, near Lian-court Rock (North-
east of Okinoshima), a group consisting of
Nicholai I. (battleship), *Orli* (battleship),
Senayain, *Afraxine* and *Izumrud*, while in
the engagement the *Izumrud* fled and
the remaining four vessels surrendered. No
damage to our ships was sustained.

According to the statements of prisoners,
the vessels sunk in the engagement
of May 27th were: *Borodino* (battleship),
Alexandre III. (battleship), *Zentchug*, and
three other ships.

Rear-Admiral Nebogatoff and about 2,000
other Russians were taken as prisoners.

The following is the damage suffered by
the enemy in addition to those given in the
above:—

Since the commencement of the battle,
as reported by the commanders not under
immediate command of Admiral Togo
and by the observation stations, *Admiral*
Nakhimoff, *Luitri*, *Donskoi*, *Svetlana*,
Admiral Ousaboff, *Kantchika*, *Irutshuk*
and three destroyers were sunk. *Vladimir*
Monomach foundered after capture.

One special service ship whose name is
unknown and one destroyer were captured.
The Russian losses definitely known so far
may be classified as follows:—Two battle-
ships, 1 coast defence ship, 5 cruisers, a
special service ships and 3 destroyers were
sunk. Two battleships, 1 coast defence
ships, 1 special service ship and 1
destroyer were captured.

It is not yet clear whether three vessels, as
stated by the prisoners to have been sunk,
are included or not in the above list. There
are more than 1,000 prisoners besides 2,000
taken by the main force of our combined
squadron.

The naval engagement is still in progress,
so that it will take some time before the final
results can be known.

The *Nicholai I.* is a battleship of 9,672
tons, and was built in 1898. The *Orli* is also an
up-to-date vessel having been built last year.
Her tonnage is given at 13,516 tons. The
Admiral Senayain and the *Admiral Afraxine*,
however, are small vessels, which can hardly
be regarded as battleships in the accepted sense
of the word. The first named was built in
1897, and has a displacement of 4,200 tons,
while the second was launched in 1895, and is
of 4,250 tons. It is significant that, besides
being comparatively small boats, they carry
very little coal. The *Izumrud*, which escaped
is a protected cruiser and was only built last
year. The *Borodino* and the *Alexander III.*
which it is reported were sunk on the 27th inst.,
were sister ships of 13,516 tons, built in 1904.
The *Zentchug* was also a new vessel, a pro-
tected cruiser of 3,100 tons launched last year.
The remainder of the vessels which are stated
to have been sunk, were only fourth-rate war-
ships of no power or speed. For instance, the
Admiral Nakhimoff is described as a battleship,
but as she was built in 1888, and was only of
8,500 tons displacement, she must have been a
rather antiquated vessel. The *Dmitri Donskoi*
was even more aged, having been built in 1881,
her tonnage being 8,800 tons. The *Svetlana*
was an iron boat, of 3,818 tons, while the so-
called battleship *Admiral Ousaboff* was one of
a batch launched in 1895 of 4,260 tons. The
Kantchika was only a repairing ship; while
the *Vladimir Monomach* which foundered after
capture dated from 1885 and was of 6,061 tons.
[The above despatch was issued in an "special
extra" early this forenoon.—E.S., H.K.T.]

SHIPPING AND MAILS.

MAILS DUE.

English (*Nubla*) 1st prox. 5 p.m.
American (*Korea*) and prox.
Indian (*Namany*) 5th prox.
German (*Willehad*) 5th prox.
German (*Bayern*) 6th prox.
German (*Darmstadt*) 7th prox.
Canadian (*Empress of India*) 11th prox.
German (*Prinz Waldemar*) 19th prox.

The H. A. L. s.s. *Sithonia* from Hamburg,
left Singapore for this port on 30th inst., a.m.,
and may be expected here on 2nd prox.

The C. P. R. Co.'s s.s. *Amthman* arrived at
Nagasaki at 9.30 a.m. on 29th inst. and leaves
again at 5 p.m. same day, for Kobe where she
is due to arrive at 6 a.m. on 31st inst.

TELEGRAMS.

[Reuter's.]

The Baltic Fleet.

OPENING ENGAGEMENT.

LONDON, 28th May.

Reuter's correspondent at Tokio wires, that apart from the fact that Admiral Rozhdestvensky's main fleet, steaming in two columns, the battleships in the starboard, and cruisers and gunboats in the port column, had appeared in the straits of Tsushima, all information concerning Saturday's historic events (sic) there, was either withheld or transmission refused.

Later.

News from Washington says that the American Consul at Nagasaki has telegraphed that the Japanese have sunk one Russian battleship, four other warships, and a repairing ship, in the Straits of Korea.

The embargo on the publication of naval news from Japan continues.

Constitutional Crisis in Sweden.

RESIGNATION OF MINISTRY.

King Oscar has refused his consent to a law passed by the Norwegian parliament for establishing a separate consular service.

The Ministry has resigned and the gravest constitutional crisis has been created.

King Oscar has refused to accept the resignation of the Ministry.

[N. C. D. News.]

Fighting Round Chingtu.

Tokio, 22nd May.

It is officially reported that the situation on the 20th inst. in the Chingtu region was as follows: A battalion and a half of infantry, a regiment of cavalry, and two guns made a dash round the eastern height of Santankou, eight miles west of Chingtu, from a coal mine ten miles west of Chingtu and at 11.30 a.m. commenced a bombardment. Subsequently four guns appeared and two battalions of infantry advanced from the eastern side of the village, but they were repulsed.

Another force of 300 infantry, four squadrons of cavalry, and three guns at 10 a.m. entered Erhsinliang (north-east of Chingtu) from the direction of Hsinglungchuan, but retired after setting fire to a village.

On the night of the 19th, at 10 a.m., a body of dismounted Russian cavalry attacked Talaungshien, thirteen miles south-west of Fakumén; after an engagement lasting two hours they were repulsed and retired in disorder far to the south-west, leaving over 300 killed and wounded.

The situation is otherwise materially unchanged.

Retirement of Russian Cavalry.

Tokio, 22nd May.

It is officially announced that the main force of the Russian cavalry which made a detour towards Fakumén from the right bank of the Liaohs and was frequently defeated, camped at Sianotse, about twenty-six miles from Fakumén on the Fakumén-Hsinmintun road, and retreated on the 21st inst. to the right bank of the Malienho, running southward and west of the Fakumén-Hsinmintun road.

Meanwhile a few squadrons which remained to the left of the Malienho retired in disorder to the northward.

Otherwise there is no change in the situation.

The Port Arthur Fleet Recoverable.

Tokio, 24th May.

An arrival from Port Arthur states that over twenty merchantmen and small steamers have been raised, and some have already been used. The raising of the warships is also progressing steadily. It is now believed that all the warships will be available, including the battleship *Svobodny*.

Varying Versions.

Osaka, 24th May.

A London telegram received to-day states that Prince Khilkoff, Russian Minister of Communications, who has just returned from Manchuria, states that everything there is in the most satisfactory condition. The troops are well supplied with provisions and arms, and have every confidence in their officers.

Later.

A London telegram states that there is practically no military discipline observable among the troops at Harbin.

THE TRAM-CAR FATALITY.

Mr. F. A. Hazeland, sitting as Coroner, held an inquiry this afternoon at the Magistracy into the circumstances touching the death of Wong Ping Tim, a Chinese boy, 13 years of age, who was killed as the result of being run over by tram-car No. 23 in Des Voeux Road, West, on the 16th inst.

The following jury was empanelled: Messrs. William Dunbar (Foreman), Peter Lawson, and Thos. Hunter.

Dr. J. Bell, of the Government Civil Hospital, said that at 10.30 a.m. on the 16th inst. the deceased was admitted into hospital, in a state of collapse and in a dying condition. The lad died at 1.20 p.m. the same day. Witness held a post mortem examination (in the afternoon) and found that the cause of death was hemorrhage from a ruptured liver, which could have been brought about by deceased being knocked down by a tram-car.—Cheung Kinn Tai, motor-man of car No. 23, gave evidence respecting the accident, and Mr. J. Gray Scott, general manager of the Tramway Co. said this was the first case in which the lifeguard had been brought into practical use for life saving purposes. He had tested it to prove its efficiency and was of opinion that the accident in question could not have been avoided.

A verdict of death by misadventure was returned.

THE FOURTH BALTIC SQUADRON.

The *China Weekly* of 22nd inst. prints the following editorial:—The information published in another column concerning the immediate sailing of the Fourth Baltic Squadron for these waters, will doubtless come as another great shock to the blind believers in and worshippers of Japan. The news that this formidable little squadron is almost ready to set sail, and that it will start upon its journey to reinforce the strong fleet formed by the First, the Second, and Third Baltic Squadrons now manoeuvring in Indo-China waters under Admiral Rodjstvensky, will, we imagine, prove almost as great a surprise to the general public in the Far East as did the sudden emergence of the much derided Baltic Fleet from the Malacca Straits on that memorable 8th April, when the hitherto readers of the carefully Japped press were expecting every moment to hear of that same fleet reaching Surz, homeward bound, recalled in despair and confusion, as they were daily and hourly told it would assuredly be.

The other day we were told that the Fourth Squadron might be ready to sail in the autumn. It is ready to sail now. Only a few stores and fittings remain to be put on board and then we expect it to set sail at the end of the month. The addition of three such battleships as the *Paul I.*, the *Slava*, and the *Imperator Alexander II.* to Admiral Rodjstvensky's already powerful fleet will give him an overwhelming strength in battleships, which the redoubtable *Togo*, with his four, and at most five, worn ships of this class, dare not face in the open sea but will be compelled to dodge and seek to damage by mines, torpedo attacks, by wiles and stratagems. The *Paul I.* is a magnificent new vessel of 16,700 tons, or 300 tons bigger than the largest British battleship now afloat, while the *Slava*, with her 13,600 tons, is a sister ship of the new Russian flagship the *Kraj Suvaroff*; each carries four 12-inch guns, while the third battleship the *Alexander II.*, almost 10,000 tons, (or about the size of our *Centurion*), which formerly had two 12-inch and four 9-inch guns, has since been rearmored with more effective modern batteries. The cruisers *Pamiat Azova* and the *Admiral Korniloff* are both powerful and useful ships if not quite new, while the fleet will be further strengthened by ten of the newest pattern destroyers of very high speed.

Such valuable and heavy reinforcements are certainly worth waiting for, and as they may be expected to reach Indo-China waters in about six or seven weeks from now, the idea naturally suggests itself whether Admiral Rodjstvensky will not wait for the Fourth, as he has waited for the Third Squadron. After all, a month and a half or two months more will not make any great difference in the military situation, and seeing the enormous addition such a formidable squadron would be to his present strength, and that all the talk about the Japs being able to take Vladivostok in double quick order—seeing that they took a year to take Port Arthur so much nearer their base—is sheer nonsense, it would not surprise us in the least if we heard any day that the Russian Admiral would profitably pass the time in perfecting his various squadrons in manoeuvring together in southern waters, until the formidable Fourth Squadron shall have time to join him.

The equipment of these enormous naval reinforcements from Russia's yards surely gives the lie to all the many reports we have had from Reuter and the Japped press agencies and papers about the utter chaos in Russia, the revolutions and strikes, which we were told were crippling all her powers of recuperation and the resources of her naval yards. The result as expressed in new ships in commission gives all these stories the lie emphatic and direct. Nor have they done the Japs any good. They quite believed Russia could not send out any more ships.

The prospect of Admiral Togo successfully opposing such an overwhelmingly strong array of battleships, or of breaking up the formation of Rodjstvensky's advance, would then be exceedingly remote indeed. It looks now that if some of the people in authority in Russia at first seriously underestimated Japan's military resources, Japan has likewise committed a fatal blunder in underestimating Russia's naval powers of recuperation, and made a deadly mistake in thinking that the badly equipped, unready Port Arthur Squadron once disposed of, Japan could lay undisputed claim to the mastery of the Eastern Seas. She herself can get no more battleships or big cruisers during the continuance of the war, and unless she can find some way to involve intervention there is no means open to her to stay the deadly progress and deliberate steps by Russia for the recovery of the command of the sea, temporarily wrested from her not by the Japanese navy but by the incredible sacrifices and stupendous efforts of the Japanese Army. Seeing now that so far all efforts to embroil France by the most peevish course of complaints about breaches of neutrality have failed, and that Admiral Rodjstvensky has so far received only what Japanese ships would be equally entitled to receive under French laws of neutrality, we do not think Japan need count any longer upon getting her ally's aid in staying the progress of Russia's avenging Armada, which, bar accidents, has now all the chances in its favour, and will be still more invulnerable to all the gallant Togo's attacks and skilful plots in another two months' time.

We learn that the Fourth Baltic Squadron, consisting of two new first-class, one second-class battleships, two cruisers and ten new destroyers, is now practically ready to sail from Cronstadt. Only the finishing touches remain to be put upon some minor work and the balance of the active service equipment to be placed on board by the naval contractors when the ships will be ready to sail, which will be before the end of the present month. They will then come out at their best speed and are expected to reach Far Eastern waters in about a month-and-a-half or two months.

The fleet consists of the new first class battleships: *Paul I.*, 16,700 tons, four 12-inch guns, 18 knots. *Slava*, 13,600 tons, four 12-inch guns, 18 knots. The second class battleship *Imperator Alexander II.*, 9,917 tons, two 12-inch, four 9-inch guns, 16 knots. The *Pamiat Azova*, armoured cruiser, 6,673 tons, two 8-inch, thirteen 6-inch guns, 19 knots. The *Admiral Korniloff*, armoured cruiser, 5,000 tons, two 8-inch, fourteen 6-inch guns, 17 knots.

Ten new destroyers of over 30 knots.

DALLAS-BANDMANN CO.

"THE GINGALEE."

The return visit of the Dallas-Bandmann Opera Company has been looked forward to by not an inconsiderable number of the playing public of Hongkong, and when last evening the members staged the subject of much discussion in the High Court at London recently there was a good house to welcome them back to the Colony. "The Gingalee," caught on when first performed here, and now that the Dallas Company have settled down to the remodelling of the cast the play is decidedly well-rendered. We have frequently alluded to the talents of these gifted ladies and gentlemen and when to this is added the pretty and enlivening music with which the play is spiced it is not difficult to see that *The Gingalee* is made a charming production at the hands of the Dallas Company. Miss Frampton, of course, takes the leading role and Miss Andre Kaya is entrusted with the part of the lover. Mr. Percy Haydn is very successful in the difficult character of Chamberlain Ram the baboon, while Mlle. Bel Luscombe, Miss Dolly Varden, and Miss Yella Nicoll are likewise delightfully suited to their parts which they fill with conspicuous ability. Mr. Frank Cochrane is capital as the titled ancient, and Miss Jessie Williams, and Mr. Edgar McIntyre are also among the members of the company, who are also certain to gain enthusiastic plaudits from the audience. We are glad to learn that Mr. Jamie Dallas is recovering from his indisposition, and will be able to appear as "Meakin" in *The Orchid* this evening. Given fine weather there is certain to be a full theatre during the stay of the company in Hongkong, and those of our readers not wishing to lose a treat slip by should certainly call at the Robinson Piano Co. and secure seats for the performances.

H.M.S. "BARELBUR" AT MALTA.

[From Our Correspondent.]

Malta, 27th April. The *Barelbur* arrived here yesterday at 1.30 p.m. After leaving Port Said on Saturday, 22nd April, at 4 p.m. she shaped her course W. N. W. meeting with slight head sea and westerly wind. During the night the wind freshened and seas increased until quite a heavy sea was against her, and although the revolutions were increased from 58 to 61, and afterwards to 64, speed was reduced by sea and wind. During Sunday there was no abatement, and it was found necessary to keep battened down the foremast hatchways, the spray beating over the fore turret and heavy seas on the forecastle. A speed of 9 knots was maintained against wind and sea with the revolutions that would in ordinary cases have given nearly 12 knots. Monday saw a lot better weather the wind moderating and sea going down. Tuesday, 24th inst., during the day watches it was found necessary to ease down the port main engine as the packing was giving out in cylinders. Happily this was soon rectified, the port engine working away again within the hour. The ships here are *Vulcan* (torpedo store ship) in dock and H.M.S. *Irresistible* in dockyard hands alongside dockyard wall. The Mediterranean Fleet under Admiral Sir C. Dornville are at Argosila, and appear to be kept well up to the mark. The natives here would be very glad for Lord Charles Bessford to take over the command of the Fleet. As other Admirals have a way of taking the Fleet to sea and keeping them away for too long, at a stretch, but Lord Charles does not seem to wish to take command of the Mediterranean Fleet. A long needed Breakwater is in course of construction here by Messrs. Pearson and Sons. We sail at 10 p.m. to-day for Gibraltar.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, May, 27th, 1905.

THE VICEROY.

The Viceroy has been granted one month's holidays. I understand he applied to be relieved from office on the plea of ill-health. The reply was that the Two Kwangs require the services of the Viceroy and he cannot be spared from the service at present. But a month is given him to rest. I also understand that the Viceroy wished to spend his time in travelling, thus making use of his sick leave to see something of other lands.

SIGNS OF PROGRESS.

In several directions the Chinese are moving. One movement is in the care of the insane. The Chinese have always looked, with favour upon the Refuge for the Insane established by Dr. Kerr. Lately an arrangement has been made with those in charge of the refuge by which the officials will send the insane from the city to the refuge and pay for their care. Another move is in the direction of a school for the blind. Dr. Niles has carried on the work for the blind for several years. The officials have been inquiring into the work of this school and have decided to begin a school in the city and it is not unlikely that Dr. Niles may be asked to superintend this new school.

LECTURES TO STUDENTS.

The seventh lecture to students was delivered to-day by Rev. Thos. W. Pearce of Hongkong. The lecture was in the Presbyterian Church at St. Paul's and was well attended; not fewer than five hundred boys and men were present. The subject of the lecture was "Some Fundamental Principles of Good Government." The lecture was a most interesting one and was listened to with deep attention. Mr. Pearce was followed by Mr. Cheung Sung Wan, a young man who is taking an active part in establishing schools and colleges in Canton and in the inland cities. His subject was "A Public School System for China." He took Japan as his model but made his points well.

GREAT BRITAIN AND THE U.S.

AFTER THE WAR.

New York, April 7.—Mr. John Hays Hammond delivered an address this evening before the American Political Science Association on the prospects of the United States at the conclusion of the present war. He declared that Japan's position commercially, by reason of the suzerainty—if not, indeed, the ownership—she will establish over Korea (and possibly Manchuria also) will render her the most formidable competitor of the United States in the Far East. "America's interests in this respect will undoubtedly run counter to those of Japan. Japan is the only nation, as I view it, which can seriously compete with us for commercial supremacy in that part of the world. The contest will undoubtedly be a bitter one, not only because of our conflicting commercial interests, but aggravated by those racial antipathies even now agitating our Pacific Coast States. In that section there is already a strong movement to extend the principle of the Chinese Exclusion Act so as to include Japan also in its provisions. Retaliation on the part of Japan will assuredly follow, and she will have it in her power to obstruct our trade with the Orient, for Japan will not show the same unprotesting submission as China hitherto. The influence of the sea power in the history now making—is this the real writing on the wall. If Japan secures a war indemnity from Russia, a large portion of this will undoubtedly be expended on increasing her fleet. In any case, these victorious islanders who are cradled on the sea and who have shown such a splendid capacity for naval warfare, are certain to better secure themselves against any further Russian aggression by a very powerful navy."

THE ORIENT AND THE OCCIDENT.

Mr. Hays Hammond went on to call attention to an important quotation from a recent speech of the President of the Japanese House of Peers as follows:—

"The sacred duty is incumbent upon us as the leading State of Asiatic progress to stretch a helping hand to China, India, Korea, to all the Asiatics who have confidence in us, and who are capable of civilisation." As their more powerful friend, we desire them all to be free from the yoke which Europe has placed upon them, and that they may thereby prove to the world that the Orient is capable of measuring swords with the Occident on any field of battle."

"Japan's naval preparedness," continued Mr. Hammond, "will require that we also shall keep powerful squadrons on the Pacific. True, the completion of the Panama Canal will make our entire navy more mobile. Still, we are now vulnerable in the Pacific at Manila and Honolulu, and strong Pacific squadrons must be our policy of insurance as the outcome of the Japanese victories. And not only must we ourselves build fresh fleets; we must cultivate the closest relations possible with the other Power which has also great Pacific possessions to protect—Tasmania and Sydney to Puget Sound; from Singapore and Hongkong to Weihaiwei. The war involves, then, that we, and Great Britain also, must maintain formidable naval forces, with strong Pacific bases, and that the most intimate relations must characterise the diplomacy of the two great English-speaking nations. The English Admiral, Cheichester, said at Manila to the Admiral of another fleet: 'Only Admiral Dewey knows what I should do in a certain contingency.' That perhaps, without any formal alliance, must be the unbroken relationship between the American and British Admiralties."—P. M. G.

THE LATE MR. A. P. BULLEN.

The Manila *Call*, of 24th inst., says:—Death struck a cruel and unexpected blow when it robbed Manila of Mr. A. P. Bullen, the manager of the Manila branch of the International Banking Corporation who died yesterday just before daybreak. During three years of continuous residence here he had made a host of friends, and had proved himself a leader in his chosen profession. While he had been ill for some weeks and while his intimates knew that he was close to the end, the business community was deeply shocked to learn of his passing away. Mr. Bullen was only 37 years old and of such a hale and hearty figure and nature that illness was hardly to be associated with him. But nearly 15 years in the Orient combined with the closest attention to financial affairs, had weakened his system, and an insidious disease of the liver was complicated with heart trouble. He went to the civil hospital at Easter and was unable ever to leave again. It was thought that he was gaining and plans had been made for his departure to England where it was believed he would soon regain his health. But Sunday he lost his hold on life and rapidly weakened. Monday evening the attending physicians announced that there was little hope of his surviving. He was conscious and gave directions as to his affairs. At 3 o'clock yesterday morning the call came and he surrendered his spirit peacefully. Mr. Bullen had spent his life in banking circles. For ten years he was accountant in the Singapore branch of the Mercantile Bank of India and China, and travelled all over the China and Malay coast, gaining an extensive knowledge of these countries and a wide acquaintance with their leading men. He came to Manila about three years ago as manager of the Manila branch of the Guaranty Trust Company, and when that institution was absorbed by the International Banking Corporation, he was appointed manager. He had already made a name as a skilful banker. In August he went to Australia for a couple of months and came back in excellent health apparently. His surviving relatives, a mother, brother and two sisters, have been notified of the sad event by cablegram. The following notice has been received by the editor of the *Call*:—Mr. A. P. Bullen, of the International Banking Corporation, Manila, died at 3 o'clock yesterday morning at the Civil Hospital, at a quarter before three o'clock this morning of Mr. Arthur Pearce Bullen, manager of its Manila branch. Burial will take place to-morrow at San Pedro Cemetery. The funeral cortege will leave Calle Yris at 4 o'clock p.m. passing Pace Bridge at half past four. Services will be held at the Cemetery at half-past five.

COMMERCIAL.

Business done direct:—Hongkong & Shanghai Banks at \$78 7/8 cash, at Ex. 73. Shanghai and Hongkong Wharves at Tls. 191 for August. Farmanh Boys at Tls. 155 for May, at Tls. 157 1/2 for July, and at Tls. 161 for August. Langkats at Tls. 227 1/2 cash, at Tls. 230 for July, and at Tls. 235 for October.

TO-DAY'S EXCHANGE.

London—Bank T.T. 1/10 1/16
Do. demand 1/10 1/16
Do. 4 months' sight 1/10 1/16
France—Bank T.T. 237
America—Bank T.T. 452
Germany—Bank T.T. 741
India T.T. 741
Do. demand 741
Shanghai—Bank T.T. 91
Yokohama—Bank T.T. 91
Java—Bank T.T. 113 1/2

Buying.
4 months' sight L/C 1/10 1/16
3 months' sight L/C 1/11 1/16
30 days' sight San Francisco & New York 46 1/2
1 months' sight do. 47 1/2
30 days' sight Sydney and Melbourne 2 1/2
1 months' sight France 2 1/2
1 months' sight 2 1/2
1 months' sight Germany 2 1/2
Bar Silver 27 1/16
Bank of England rate 24 7/8
Sovereign 10 4/7

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 1,140
" Old @ 1,180
" Oldest @ 1,230 1/2, 260
Patna New @ 1,112 1/2
Tenares New @ 1,080
" (Patna) @ 780/0

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

THE DALLAS-BANDMANN OPERA CO.

RETURN VISIT FOR A SHORT SEASON ONLY.

TO-NIGHT! (TUESDAY), 30th May, "THE ORCHID."

TO-MORROW, (WEDNESDAY), 31st May, "THE DUCHESSE OF DANTZIC," Catherine Uppscher, Mlle. Bel Luscombe, Napoleon I., Mr. Frank Cochrane.

Further particulars will be duly announced.

PRICES AS USUAL.

Doors Open at 8.30 P.M. Commence 9 P.M.

Plan at ROBINSON PIANO CO.

F. C. GARTON, Manager.

Hongkong, May 30th, 1905. [605]

THE DAIRY FARM CO., LIMITED.

FROZEN FOOD DEPARTMENT.

JUST ARRIVED FROM AUSTRALIA.

A Large Consignment of PRIME AUSTRALIAN LAMB.

ALSO

FINE SHEEP'S TONGUES 20 Cents Each.

FINE SHEEP'S KIDNEYS. 5 " "

FINE RABBITS 65 " "

FINE HARES \$1.40 " "

FINE WOODCOCK 75 " "

FINE QUAIL 20 " "

All the above guaranteed of the Finest Quality.

Residents are invited to apply for Pass Books and Price Lists.

Hongkong, 30th May, 1905. [45]

S.S. "CALEDONIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Adour*, and from Havre, ex s.s. *Maure*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 6th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th June, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 6th June, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th May, 1905. [7]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

The Steamship

"PRINZ SIGISMUND"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8 A.M., TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 5th June, at 9.30 A.M.

All Claims must reach us before the 10th of June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 29th May, 1905. [5]

Intimations.

SPECIAL SALE

AT ROBINSON'S

OF PIANOS, PIANOLAS

MUSIO AND MUSICAL INSTRUMENTS

PREVIOUS TO REMOVAL.

GUARANTEED NEW INSTRUMENTS BY ANY ENGLISH MAKER

WILL BE SUPPLIED AT LONDON PRICES.

We supply Superior value to anything to be had in the Colony

in Tone, Price, and Appearance

in First-class German Makes,

tested 30 years by us.

Metzler ... \$850 formerly \$ 475

Floyel ... 425 " 650

Collard ... 500 " 700

Do Grands ... 950 " 1,400

Do ... 425 " 650

Allison ... 430 " 650

Raohala ... 575 " 750

Winkelmann ... 625 " 750

Haako ... 525 " 650

Krauss ... 585 " 650

Own Make ... 300 " 450

Hopkinson ... 600 " 700

Brinsmead ... 400 " 750

Kirkman ... \$325

Floyel ... 290

Collard Grand ... 300

Lunau ... 180

Pianolas ... 400 to \$550

Do ... 285 " 360

Pianola Rolls 25% discount.

These instruments are GUARANTEED for the Climate.

Hongkong, 16th May, 1905. [521]

CAFE WEISMANN.

THE Public are invited to pay a visit to our new

TIFFIN ROOMS.

The only place of its kind in Hongkong.

A STUDY IN BAPES.

dis of fruit. On the top of the pyramid was a ripe, yellow plum. This Margery grasped and carried half-way to her mouth, bending forward and leaning her other hand on the table. Then she hesitated, grew furiously red, put the delicious morsel back hurriedly, scrambled down, replaced the chair, and said triumphantly, "Sold again, Devil!"

Shipping.

Arriving

May.—Canton 24th May, Coal.—J., M. & Co.

No mail will be closed for Canton on Harper day evening.

VISITORS AT THE HOTELS.

Mendez, Mrs.

HIS BRITANNIC MAJESTY

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief,
† Flag of Rear-Admiral the Hon. A. G. Curzon Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION

* Flagship of Vice-Admiral Bayle, Commander-in-Chief.
† Flagship of Rear-Admiral de Figue de Jonquières, Second-in-Command.

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

TH M Steamship

"MALTA"

Captain R. A. Peters, carrying this Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 3rd June,
at Noon, taking Passengers and Cargo for in-
above Ports in connection with the Company's
S.S. India, 7,911 tons, from Colombo, Passen-
gers' accommodation in which vessel is secured
before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Egypt,
due in London on the 16th July.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 20th May, 1905.

MESSAGERIES MARITIMES

(FRENCH MAIL STEAMERS.)



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIE"

Captain Broc, will be despatched for MAR-
SEILLES on TUESDAY, the 13th June,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. CALDONIEN.....27th June.

S.S. OCEANIE.....11th July.

S.S. TOURANE.....25th July.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Picades	3,753	F. G. Purington	At June 30
Shammut	6,606	E. V. Roberts	" July 12
Tremont	6,606	T. W. Garlick	" Aug. 8

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shammut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each cabin.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 23rd May, 1905.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 7th March, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

"KODAKS AND FILMS."

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

THE WISE MAN

BUYS A "SINGER"; IT'S TRUE

ECONOMY.

5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS.
It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET,
Hongkong, 25th March, 1905.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

'Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905.

To Let.

TO LET.

No. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING AT CAUSEWAY BAY, in

present in occupation of the Sea-
Land Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIEN).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES:

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 10th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PERCENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$50,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	5 1/2 %	\$79 1/2 sellers (London 7/8.10/- 3/4 buyers)
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,730	\$150,494	\$17 for 1903	5 1/2 %	\$31 1/2 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$35	\$950,000 \$151,992 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$62 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$172,749 \$83,110 \$845,771 \$37,704	\$2,078,997	\$35 for 1903	5 %	\$695 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$20,000 \$172,749 \$83,110 \$845,771 \$37,704	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$40	\$1,000,000 \$20,000 \$172,749 \$83,110 \$845,771 \$37,704	\$329,017	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000	\$360,372	\$34 for 1903	11 1/2 %	\$300 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439	\$8,831	\$1 for 1904	5 %	\$21 1/2 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$10	\$250,000 \$600,000 \$18,444	\$26,160	\$2 for year ended 30.6.1904	5 1/2 %	\$35 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$100,000	£5,853	\$1 for second half-year 1904	9 1/2 %	\$27
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	Tls. 25,000 Tls. 43,762	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2 %	Tls. 58 buyers
Shanghai Tug and Lighter Company, Limited	100,000	£1	£1	\$4,116 \$6,000 \$24,257 \$21,075 \$130,163	\$929	Tls. 1 1/2 final making Tls. 3 1/2 for 1904	4 1/2 %	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$5	\$100,000 \$20,000 \$130,163	\$21,431	Interim of 1/- (Coupon No. 5) for 1904	6 1/2 %	\$35 ex div. \$27 ex div.
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$20,000 \$130,163	\$21,431	\$10 for 1904	8 %	\$130 buyers
Straits Steamship Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 %	Tls. 30 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 %	Tls. 30 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$100,000 \$100,000	\$12,812	Final of \$15 making \$20 for 1904	9 %	\$222 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$450,000 \$100,000 \$100,000	\$12,812	\$3 for 1897	4 %	\$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 %	Tls. 65 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 none	£7,840	No. 3 of 1/6	...	Tls. 7.30 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,093	50 cents making G \$1 for 1904	5 1/2 %	G \$17 1/2
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	£4,029	No. 12 of 1/-=48 cents	...	\$3 1/2 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	11 1/2 %	\$490
DOCKS, WHARVES & GODOWNS.								
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,473 \$10,000	\$8,577	\$3.75 for 1904	11 1/2 %	\$331 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$300,000 \$250,000 \$33,500	\$29,422	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$103 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500 \$60,000 \$55,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$203 sellers
Haworth Franks, Limited	17,000	\$100	\$100	\$60,000 \$55,500	\$489	\$10 div. & \$5 bonus for year end. 30.6.04	5 1/2 %	\$270 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$150,000	\$40,936	\$14 for 1904	6 %	\$21 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	5 1/2 %	\$50 sales
S. C. Farnham, Boyd & Co., Limited	55,400	Tls. 100	Tls. 100	Tls. 900,000 Tls. 487,210 Tls. 59,880	Tls. 48,153	\$7 dividend	8 %	Tls. 159 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 59,880 Tls. 17,500	Tls. 10,711	\$5 interim for 1904/5	6 %	Tls. 187 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	Tls. 17,500	\$206,645	Final of Tls. 6 making Tls. 10 for 1904	6 %	Tls. 187 sales
Yankee Wharf and Godown Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$395
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	Tls. 18 for 1904	9 1/2 %	Tls. 192 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 34,000 Tls. 8,000	Tls. 306	\$2 1/2 for year ended 30.6.1904	6 1/2 %	\$34 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	Final of Tls. 5 making Tls. 9	4 1/2 %	Tls. 140 sales